Deepwater Funding Increases in FY05 Budget

Backed by the strong endorsement of the Department of Homeland Security, the fiscal year 2005 federal budget request that President George W. Bush delivered to Congress on Feb. 2 identifies \$678 million in funding for the U.S. Coast Guard's Integrated Deepwater System (IDS)—an increase of 35% over the President's budget request for fiscal year 2004.

"We are pushing our perimeter of security outward, making sure that our borders are the last line of defense, not the first, "said Secretary of Homeland Security Tom Ridge during testimony on Feb. 12 before the Senate Appropriations

Thomas H. Collins echoed this theme during his remarks at the Naval War College in Newport, R.I., in January. "Deepwater will provide the means to extend our layered maritime defenses from our ports and coastlines many hundreds of miles to sea to increase maritime domain awareness," he said. "We must move forward to execute the program aggressively so that its

Coast Guard Commandant Adm.

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President George W. Bush discusses seaport and cargo security at the Port of Charleston, S.C., Feb. 5, 2004. White House photo by Paul Morse

modern, more capable platforms and systems are delivered with an appropriate sense of urgency."

The funding proposed for Deepwater during the upcoming fiscal year is part of an overall Coast Guard budget request of \$7.5 billion, continuing the trend of recent years in providing the Coast Guard with the resources it needs to meet the nation's present and emerging maritime safety and security needs. The fiscal year 2005 Coast Guard budget reflects a 9 percent growth over fiscal year 2004 funding.

Together with funding of \$668.2 million that Congress appropriated for the Deepwater Program in fiscal year 2004, next year's budget would, if approved, enable program execution in approximately 22 - 27

Deepwater's "system of systems" will consist of a force of modern cutters, manned and unmanned aircraft, command-andcontrol systems and sensors, and integrated logistics support.

"The fiscal year 2005 budget

proposal of \$678 million postures the Deepwater program very well for successful implementation," said Rear Adm. Patrick M. Stillman, Program Executive Officer for the Integrated Deepwater System. "The funding will support all of Deepwater's multifaceted domains as well as the sustainment and enhancement of the Coast Guard's aging legacy platforms."

Deepwater officials point to a four-year total of \$2.14 billion in program funding between fiscal year 2002 and 2005 as an important indicator of the support that the comprehensive modernization and recapitalization effort enjoys in Congress and the Bush administration. "The Coast Guard and the American people urgently need the Deepwater program," Ridge said last vear.

Coast Guard Commandant Adm. Thomas H. Collins also has described keeping the Deepwater program on course for successful execution as one of his highest priorities.

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"The fiscal year 2005 budget request of \$678 million for the Integrated Deepwater System reflects the high priority that the administration and the Department of Homeland Security attach to achieving our goal of modernizing and recapitalizing today's Coast Guard," Adm. Collins said recently.

"Deepwater is key to our ability to improve the Coast Guard's operational capabilities and capacity. It remains one of my highest priorities, because it provides the most effective way for the Coast Guard to improve maritime security and performance in nearly all of our many mission areas."

by Gordon I. Peterson

EADS CASA Receives Maritime Patrol Aircraft Contract Award

Integrated Coast Guard Systems, through its subcontractor Lockheed Martin, awarded a contract for two CASA CN-235 Medium Range Maritime Patrol Aircraft to European Aeronautic Defence and Space Company (EADS), in support of the Deepwater program, at the EADS CASA headquarters in Madrid, Spain on Feb. 18.

The Maritime Patrol Aircraft is an integral part of the Coast Guard's plan for achieving maritime domain awareness and pushing our borders further out to sea.



Deepwater PEO, RADM Patrick Stillman (I.) and Dale Bennett and Desmond Jackson of Lockheed Martin (r. and b.) look on as Fred Moosally, President of Lockheed Martin Maritime Systems & Sensors signs the EADS CASA contract in Madrid, Spain.

Following a joint evaluation by the Coast Guard and ICGS, the CASA CN235-300M aircraft was selected based on overall operational effectiveness and total ownership cost. In May 2003, the Department of Homeland Security validated the selection as the right aircraft for the Coast

The CASA CN235 is a significant addition to the Coast Guard's complement of aircraft and will be an important tool for its missions of search and rescue, maritime law enforcement and homeland security.

It provides a medium-range platform that can perform ocean searches, as well as make aerial delivery of search and rescue equipment such as rafts, pumps, and markers. With the IDS Command-and-Control (C2) System, the aircraft can

> serve as an effective platform for on-scene commander functions. Coupled with its state-of-theart C4ISR suite, the aircraft will be particularly effective at locating targets in large search areas

and vectoring other IDS assets to complete the mission.

The CASA CN235 can also operate as a personnel transport that can quickly be changed to a cargo carrier with a cargo ramp in the rear of the fuselage, similar to that of the HC-130.

Delivery of two stock airframes is scheduled for early 2006 with modifications for Coast Guard use to be completed by late 2006.

Funding in the Deepwater FY 05 budget request is apportioned across all of the program's principal categories.

Air: \$147.3M for support of the Maritime Patrol Aircraft, the vertical take-off-and-landing unmanned aerial vehicle (VUAV), and other enhancements to legacy assets.

Surface: \$354.3M for the National Security Cutter, conceptual development of the Offshore Patrol Cutter, and support of surface programs.

C4ISR: \$53.6M for continued design for a common operating picture, upgrades to legacy cutters and shore installations, and other capability enhancements.

Integrated Logistics: \$39.9M for common systems development, integrated logistics support and upgrades to shore sites and facilities.

How's that for tradition!

In 1790, Alexander Hamilton, the father of the Coast Guard, received authorization for 10 heavy keeled schooners to comprise what he called a "System of Cutters." 214 years later the Coast Guard has grown to over 90 cutters, supported by patrol boats, aviation and C4ISR assets—with ongoing Deepwater service-wide recapitalization mandated to create an aptly titled Coast Guard "System of Systems."

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